

modify rates for the transportation of passengers and property; to receive compensation for the transportation of passengers and property, and to perform generally all the usual duties of a common carrier by railroad; to make and establish rules and regulations for the control and operation of said railroad or railroads: *Provided*, That effective one hundred and eighty days after the enactment of this proviso, and thereafter, the operation of the said railroad or railroads and the facilities and equipment thereof shall be subject to the provisions of part I of the Interstate Commerce Act, as amended, and related Acts, including the Acts of March 2, 1893, March 2, 1903, and April 14, 1910, known as the Safety Appliance Acts (45 U.S.C., secs. 1-16); the Acts of May 6, 1910, known as the Accident Reports Act (45 U.S.C., secs. 38-43); the Acts of February 17, 1911, and March 4, 1915, known as the Boiler Inspection Acts (45 U.S.C., secs. 22-34); the Act of March 4, 1907, known as the Hours of Service Act (45 U.S.C., secs. 61-64); the Act of April 22, 1908, known as the Employers' Liability Act (45 U.S.C., secs. 51-60); and the Act known as the Explosives and Combustibles Act (18 U.S.C., secs. 831-835), and to the provisions of any applicable statutes regulating intrastate transportation enacted by the State of Alaska, in the same manner and to the same extent as if such railroad or railroads and facilities were privately owned and operated, except that so long as such railroad or railroads continue to be both wholly owned and operated by the United States of America or by one of its departments, corporations, or agencies: (1) the Interstate Commerce Commission in determining the lawfulness of rates or charges maintained, or from time to time proposed to be maintained, by such railroad or railroads, shall give due consideration, among other things, to the national public purposes which to a substantial extent prompted the construction, expansion, maintenance, and improvement thereof, with particular reference to the requirements of the national defense, as well as promotion and development of natural resources, and shall to the extent warranted by the facts recognized for valuation and cost-fundings purposes a segregation of both capital investment and operating expenses which are found to be solely attributable to such national public purposes, distinguishing them from normal railroad common carrier investment and operational expenses; nor shall such rates and charges be deemed to be unlawful solely because they fail to yield sufficient revenues to cover any amounts for taxes not actually required by law to be paid or provide a return on capital investment; (2) approval of the Interstate Commerce Commission shall not be required for any extension of such railroad or railroads or for the issuance of securities; and (3) that, in carrying out its duties under section 20 of the Interstate Commerce Act as amended, the Commission shall consider the needs of the Comptroller General of the United States, the Secretary of the Treasury, the Director of the Bureau of the Budget, and the Secretary of the Interior pursuant to provisions of law with respect to the accounting, auditing, financial reporting, and budgetary requirements of such railroad or railroads. No free pass or free or reduced rate or fare transportation shall be given except as permitted by the provisions of part I of the Interstate Commerce Act. The President is empowered and authorized, in his discretion, to lease the said railroad or railroads, or any portion thereof, including telegraph and telephone lines, after completion under such terms as he may deem proper, but no lease of such railroad or railroads shall be for a longer period than twenty years and no other lease authorized in this Act shall be for a longer period than fifty-five years, or in the event of failure

to lease, to operate the same until the further action of Congress. If the said railroad or railroads, including telegraph and telephone lines, are leased under the authority given under this Act, they shall be operated by the lessee under the jurisdiction and control of the provisions of the interstate commerce laws. The President also is empowered and authorized to purchase, condemn, or otherwise acquire upon such terms as he may deem proper, any other line or lines of railroad in Alaska which may be necessary to complete the construction of the line or lines of railroad designated or located by him, but the price to be paid in case of purchase shall in no case exceed the actual physical value of the railroad. The President also is empowered and authorized to make contracts or agreements with any railroad or steamship company or vessel owner for joint transportation of passengers or property over the road or roads herein provided for, and such railroad or steamship line or by such vessel, and to make such other contracts as may be necessary to carry out any of the purposes of this Act; to utilize, in carrying on the work herein provided for, any and all machinery, equipment, instruments, material, and other property of any sort whatsoever used or acquired in connection with the construction of the Panama Canal, so far and as rapidly as the same is no longer needed at Panama, and the successors to the Isthmian Canal Commission are authorized to deliver said property to such officers or persons as the President may designate, and to take credit therefor at such percentage of its original cost as the President may approve, but this amount shall not be charged against the fund provided for in this Act."

Sec. 2. The Act of April 10, 1926 (44 Stat. 239), relating to free transportation on the Alaska Railroad, is hereby repealed.

The SPEAKER pro tempore. Is a second demanded?

Mr. YOUNGER. Mr. Speaker, I demand a second.

The SPEAKER pro tempore. Without objection, a second will be considered as ordered.

There was no objection.

Mr. WILLIAMS. Mr. Speaker, I yield myself such time as I may require.

Mr. Speaker, S. 1508, the bill under consideration, amends the Alaska Railroad Act to provide that the federally owned Alaska Railroad, which is now owned by the Department of Interior, shall be subject to the provisions of part I of the Interstate Commerce Act, except those provisions applying to the extension of lines or issuance of securities. It would also make the railroad subject to the other acts relating to safety which presently apply to other railroads in the United States.

Mr. Speaker, the purpose of this legislation is to provide for effective and equitable regulation of transportation services within the new State of Alaska. This cannot be attained as long as the chief supplier of transportation, which is the Alaska Railroad, is free from regulatory control, either State or Federal, while all competing modes of transportation are subject to regulation. The Government owned and operated Alaska Railroad, the principal transportation facility in Alaska, was not subject to regulation by any regulatory agency prior to statehood, nor did it become subject to the Interstate Commerce Commission jurisdiction upon admission as a new State.

As it now stands, the Civil Aeronautics Board and the Federal Aviation Agency have jurisdiction over air carriers.

The Maritime Board has jurisdiction over water carriers between Alaska and the other States, and the Interstate Commerce Commission has jurisdiction over water carriers within Alaska except that on the high seas.

The Interstate Commerce Commission has jurisdiction over common carrier railroads, common and contract motor carriers, and freight forwarders.

The Alaska Railroad, operated by the Department of the Interior, is subject to no regulatory agency whatsoever.

That makes quite an imbalance in the transportation system of the new State of Alaska. The purpose of the legislation before the House now is to provide that the Interstate Commerce Commission shall have jurisdiction over the rates and safety operations of the Alaska Railroad. This is legislation which is made necessary by the admission of Alaska as a State.

Mr. BYRNES of Wisconsin. Mr. Speaker, will the gentleman yield?

Mr. WILLIAMS. I yield to the gentleman.

Mr. BYRNES of Wisconsin. Can the gentleman advise me whether there is any movement afoot for the Department of the Interior to get out of this particular business now that Alaska is a State?

Mr. WILLIAMS. I am sorry I cannot answer the gentleman's question, but the basic act provides that the President can dispose of it; the President does have authority to dispose of it.

Mr. BYRNES of Wisconsin. I should think that they ought, in view of the fact that Alaska is now a State, to start giving consideration to getting out of some of these proprietary functions of the Federal Government in the area.

Mr. WILLIAMS. On the basis of the limited knowledge that I have of the Alaska Railroad and how it came into being, I would say to the gentleman that probably we should get rid of it. But the fact remains that we do have it and the purpose of the bill is to regulate it.

It will be contended, I am sure, that this should remain under the Interior Department because it is a Government-operated business. But there are ample precedents for placing regulatory authority over these Government-operated businesses. The bringing of the Alaska Railroad under the Interstate Commerce Act does no more than follow the precedent that the Congress established in having the Commission regulate transportation by the Federal Barge Lines when they were owned by the Government and the Maritime Board when it regulated the operation of Government-owned vessels.

I might add, also, that the new State of Alaska has passed a resolution memorializing Congress to do this very thing.

Mr. HARRIS. Mr. Speaker, will the gentleman yield?

Mr. WILLIAMS. I yield to my chairman.

Mr. HARRIS. Is it not true that this proposed legislation is made necessary by

say that in dealing with this problem the crux of it is that the Congress of the United States owes a reasonable degree of protection to those airlines which are required by their franchise or certificate to serve regularly in given areas at all times so that we do not create a situation whereby these supplementary airlines will move into competition in those markets which they can abandon at any time and leave the public without the service they are certainly entitled to.

Mr. HARRIS. Mr. Speaker, will the gentleman yield?

Mr. COLLIER. I yield to the gentleman from Arkansas.

Mr. HARRIS. I thank the gentleman. I gather from the comments the gentleman made a moment ago he feels perhaps it might be advisable to pass this bill and go to conference in order to relieve the immediate situation until we can work something out. We should insist that the position of the House be maintained in the Congress and certainly not grant any more or any further authority than this bill now contains.

Mr. COLLIER. That is exactly right. I am perhaps a bit presumptuous of what is contained in the version of the same or similar legislation in the other body.

Mr. HARRIS. I am sure the gentleman may very well have an opportunity to further contribute to this proposition in conference.

Mr. COLLIER. I thank my chairman. (Mr. COLLIER asked and was given permission to revise and extend his remarks.)

Mr. WILLIAMS. Mr. Speaker, I move the previous question.

The previous question was ordered.

The SPEAKER pro tempore. The question is on suspending the rules and passing the bill.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

The title was amended so as to read: "A bill to provide that the Civil Aeronautics Board may temporarily authorize certain air carriers to engage in supplemental air transportation, and for other purposes."

A motion to reconsider was laid on the table.

#### COMMITTEE ON SCIENCE AND ASTRONAUTICS

(Mr. McCORMACK asked and was given permission to extend his remarks at this point in the RECORD.)

Mr. McCORMACK. Mr. Speaker, it is with singular pleasure that I bring to the attention of the House an article by the noted columnist, Holmes Alexander, of McNaught Syndicate, in which he names the Committee on Science and Astronautics as "the House committee of the year."

I say it is a singular pleasure for me to do so because I am not only a member of that committee, but had the honor of serving as chairman of its predecessor, the Select Committee on Astronautics and Space Exploration.

The select committee was composed of an outstanding group of men who helped

draft the legislation which established the free world's first civilian space agency, the National Aeronautics and Space Administration.

When the select committee was terminated in January 1959, the present standing committee was established by the House to carry on its work, broadened in its jurisdiction to cover science in general as well as space exploration.

I was instrumental in the establishment of the standing committee so it is a great source of pride to me that this honor has come to the Science and Astronautics Committee. But it came as no surprise to me that this committee was selected as the "House committee of the year."

Its chairman, OVERTON BROOKS of Louisiana, has distinguished himself by his indefatigable labors on behalf of the committee and on behalf of the Nation's space program. I venture to say that no Member of Congress has striven with more ardor, vigor, initiative, and diligence to promote the work of his committee and the task entrusted to it by the House than the distinguished gentleman from Louisiana.

His has not been an easy task. This is a new committee and the path which it must take is not yet fully charted by any means. As chairman, our colleague has vindicated the confidence placed in him by the Speaker and by the House. To my knowledge, he has never failed to attend a meeting of the committee and it is well known to the House that the Science and Astronautics Committee has compiled an enviable record in the number of hearings held on a variety of important subjects. I need only mention that the committee heard 651 witnesses during the 1½ years of its existence to indicate the broad scope of its work.

The committee has been fortunate in that it has been composed of dedicated men, truly interested in promoting the Nation's space program, and well aware of its importance to the security of the United States and the entire free world. Some of the members of this committee are veterans of many years of service in the Congress; others are serving their first terms. But all have one thing in common—their dedication to their work. They are to be truly congratulated for helping to develop the committee to the point where it is today one of the most important in the Congress.

Thus, as I stated earlier, it was not surprising to me that this committee, although less than 2 years old, was selected as "the House committee of the year."

I would like to quote briefly what Mr. Alexander said about this committee in making his selection. After reviewing the work of other committees, he concluded that, on the basis of its record:

The House committee of the year has to be the one called Science and Astronautics.

This group—

Stated Mr. Alexander—has been in session almost every day since New Year's. On scope alone, this committee was remarkable. It covered 10 subjects. One set of hearings on the huge assignment called adequacy of the national space program ran over 6 weeks.

This astonishingly versatile committee dealt with moon-mapping by the Army, oceanic research by the Navy, mechanical translation of foreign languages, development of the hydrofoil, scientific scholarships, and the principle of Federal secrecy of documents.

I congratulate the members of the committee, particularly the chairman, the distinguished gentleman from Louisiana [Mr. Brooks].

#### REGULATION OF ALASKA RAILROAD

Mr. WILLIAMS. Mr. Speaker, I move to suspend the rules and pass the bill (S. 1508) to provide for economic regulation of the Alaska Railroad under the Interstate Commerce Act, and for other purposes.

The Clerk read as follows:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the first paragraph of the first section of the Act entitled "An Act to authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes", approved March 12, 1914 (38 Stat. 305), as amended (48 U.S.C. 301), is amended to read as follows:

"That the President of the United States is hereby empowered, authorized, and directed to adopt and use a name by which to designate the railroad or railroads and properties to be located, owned, acquired, or operated under the authority of this Act; to employ such officers, agents, or agencies, in his discretion, as may be necessary to enable him to carry out the purposes of this Act; to authorize and require such officers, agents, or agencies to perform any or all of the duties imposed upon him by the terms of this Act; to detail and require any officer or officers in the Engineer Corps in the Army or Navy to perform service under this Act; to fix the compensation of all officers, agents, or employees appointed or designated by him; to designate and cause to be located a route or routes for a line or lines of railroad in the State of Alaska not to exceed in the aggregate one thousand miles to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska, and with a coal field or fields so as best to aid in the development of the agricultural and mineral or other resources of Alaska, and the settlement of the public lands therein, and so as to provide transportation of coal for the Army and Navy, transportation of troops, arms, munitions of war, the mails, and for other governmental and public uses, and for the transportation of passengers and property; to construct and build a railroad or railroads along such route or routes as he may so designate and locate, with the necessary branch lines, feeders, sidings, switches, and spurs; to purchase or otherwise acquire all real and personal property necessary to carry out the purposes of this Act; to exercise the power of eminent domain in acquiring property for such use, which use is hereby declared to be a public use by condemnation in the courts of Alaska in accordance with the laws now or hereafter in force there; to acquire rights of way, terminal grounds, and all other rights; to purchase or otherwise acquire all necessary equipment for the construction and operation of such railroad or railroads; to build or otherwise acquire docks, wharves, terminal facilities, and all structures needed for the equipment and operation of such railroad or railroads; to establish, change, or